

No. P-17024/12/2021-RC (FMS No 374852)

Government of India
Ministry of Rural Development
Department of Rural Development
Rural Connectivity Division

Krishi Bhavan, New Delhi

Date: 20th October, 2021

MINUTES

Subject: Minutes of the Meeting of Empowered Committee held on 12th October, 2021 to discuss project proposals of State of Jharkhand under PMGSY-III (Batch-I, 2021-22)-reg.

The undersigned is directed to enclose herewith the Minutes of the Empowered Committee meeting held on **12th October, 2021 at 11:00 A.M** under the Chairmanship of Secretary (RD) (**through Video Conferencing**) to discuss the project proposals submitted by the State of Jharkhand under PMGSY-III (Batch-I, 2021-22).

2. State is requested to furnish the compliance of the EC to Ministry/NRIDA for sanctioning of projects under PMGSY-III.



(K.M Singh)

Deputy Secretary to the Government of India

Distribution:

- i. The Secretary-cum-Chief Executive Officer, Rural Works Department, Jharkhand State Rural Roads Development Agency, F.F.P Building, 2nd Floor, Dhurwa, Ranchi- 834004
- ii. Chief Engineer, JSRRDA
- iii. The Adviser, NITI Aayog
- iv. The Director, Central Roads Research Institute, Mathura Road, New Delhi.
- v. The Secretary General, Indian Road Congress, Kama Koti Marg, Ranji Nagar, Sector 6, Rama Krishna Puram, New Delhi, Delhi 1100227.
- vi. The Chief Engineer, Ministry of Road Transport & Highways, Parivahan Bhavan, New Delhi.
- vii. The Secretary, Department of Agriculture, Cooperation and Farmers' Welfare, Ministry of Agriculture and Farmers' Welfare, Krishi Bhavan, New Delhi, with the request to nominate an officer dealing with Agricultural Produce and Live Stock Marketing (Promotion and Facilitation) Model Act 2017, for the meeting.
- viii. All Directors in National Rural Infrastructure Development Agency (NRIDA), 15 NBCC Tower, 5th Floor, Bhikaji Cama Place, New Delhi-110001

Copy to:-

PS to Hon'ble MRD/PS to Hon'ble MoS(RD)/Sr. PPS to Secretary (RD)/PPS to AS(RD) /PPS to AS& FA /PPS to JS (RC)

MINUTES OF THE MEETING OF THE EMPOWERED COMMITTEE HELD ON 12th OCTOBER, 2021 AT 11.00 AM TO CONSIDER THE PROJECT PROPOSALS SUBMITTED BY GOVERNMENT OF JHARKHAND UNDER PMGSY III (BATCH I), 2021-22

A Meeting of the Empowered Committee (EC) was held through Video Conference on 12th October, 2021 at 11.00AM under the Chairmanship of Secretary (RD) to consider the proposal of the State of Jharkhand under PMGSY III (Batch-I) of 2021-22. Following officials were present in the meeting.

Government of India Representatives	
Shri Nagendra Nath Sinha	Secretary (RD)
Smt. Alka Upadhyaya	Addl. Secretary (RD)
Dr. Ashish Kumar Goel	Joint Secretary (RC) & DG, NRIDA
Shri. B C Pradhan	Consultant (Tech), NRIDA
Shri Deepak Ashish Kaul	Director (F&A), NRIDA
Shri I.K.Pateriya	Director (P.II &P.III), NRIDA
Shri Pradeep Agrawal	Director (P.I), NRIDA
Shri K.M Singh	Deputy Secretary (RC), MoRD
Ms. Anjali Yadav	Assistant Director (RC), MoRD
State Govt. Representatives	
Dr. Manish Ranjan	Secretary-cum-CEO, RWD, Jharkhand
Shri J.P Singh	Chief Engineer, PMGSY, JSRDA
Shri Ashok Kumar	SQC, JSRDA
Shri Praveen Kumar Jha	Nodal Officer, JSRDA
Shri Surender Prasad	EE, JSRDA
Shri Sobodh Paswan	AE, JSRDA
Shri Dinesh Pradhan	Finance Controller, JSRDA
Shri Manish Kesari	IT Nodal Officer, JSRDA

2. Current Proposal by the State:

A detailed presentation on the proposal of PMGSY III, (Batch-I) of 2021-22 submitted by the State of Jharkhand was made before the Empowered Committee. The details of the proposal are as under:-

Item	As per Pre EC Dated 13.8.2021				As per OMMAS dated 07.10.2021			
	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)	No	Length (in km/m)	Cost (Rs in Crores)	Avg. Cost per km/m (Lakhs)
Roads	108	976.81	686.17	70.24	108	979.35	630.65	64.39
LSBs	-	-	-	-	-	-	-	-
Total	108 roads + NIL LSBs	976.81km roads + 0.00 m LSBs	686.17		108 roads +NIL LSBs	979.35km roads+0.00 m LSBs	630.65	
*MoRD Share : Rs. 378.39 Crore					State share : Rs 252.26 Crore			
Target : 4125 km					Sanctioned : NIL			

- i. The State of Jharkhand has been allocated target length of 4,125 Km under PMGSY-III.
- ii. This is the first proposal from the state for 108 roads of 979.35 Km.
- iii. 103 roads of 902.31 km length are of 3.75 m width with an average cost of Rs. 62.98 lakhs/ km and 5 roads of 77.05 km length are of 5.50 m width with an average cost of Rs. 80.97 lakhs/km.
- iv. All proposals have been uploaded on OMMAS and scrutinised by the STAs and PTAs.
- v. It was observed that the road length has been increased by 3 km after the pre-EC. The reason for the same was asked to the state. State responded that it is the end part of one road which is necessary to construct. It was observed that by the stage of EC, proposals should be properly vetted by the state. NRIDA was directed to examine all such aspects at the time of the planning audit only and not later on. However, considering the explanation of the State, as a special case, the additional length was allowed to be added.

3. **Length wise proposal details:** Out of 108 roads, 6 roads are 3 to 5 km in length with average cost of Rs. 66.69 Lakhs/km and 102 roads are 5 km and above with an average cost of Rs. 64.33 Lakhs/km. The average candidate road length is 10.43 km and average proposed road length of 9.07 km.

4. **Surface-wise details of roads:** Out of the total proposed length of 979.351 km, 0.55 km is brick soling, 46.56 is track, 30.61 km is Moorum, 162.768 km is WBM, 547.786 km is BT, 191.08 km is CC. SRD asked the number of roads with surface track and moorum, to which NRIDA replied that 12 roads have moorum surface, 1 has brick soiling and 23 have track surface included in their overall lengths.

5. **Trace Map Cut- Quality of Roads:**

Min. Trace Map Rank	Numbers of Proposals	%
1 to 15	101	93.52%
16 to 50	7	6.48%
51 to 100	0	0%
Total	108	

6. **Planning Audit:**

- i. Regarding the audit of the candidate road mapping, 147 blocks have generated CUCPL, out of which, 127 blocks were checked by NRIDA in March, 2021. NRIDA agreed for taking up for only 44 blocks out of the 45 blocks considered in this batch as 1 block of Garhwa Sadar (Garhwa) has been removed since generation of CUCPL was not done as per guidelines.
- ii. All the proposals are uploaded on GEOSADAK. All the 108 proposals were audited for their utility as TR/MRL under PMGSY-III by NRIDA and SRRDA office was also visited for planning support on 13th – 14th July, 2021. In this regard, NRIDA officials visited for technical support for rest of the 164 blocks for planning audit for Batch-II. The state has already generated 118 blocks' CUCPL.

- iii. Justification regarding elimination of some roads from priority list were asked from the state representatives. It was told that 4 roads which were excluded from priority list due to ownership issues, as these roads are under ownership of State PWD department and they will carry out their up-gradation. State was told that mere ownership is not the reason enough for exclusion and if they are not already taken up by PWD, they will form part of CUCPL and form part of the selected roads. In this regard, State should provide sanction letters of the respective roads (if any) to NRIDA with proper clarification on whether the said roads have been taken up for improvement by State PWD department.

7. Traffic wise details of road:

- i. In 3.75 m carriageway width, 103 roads of length 902.30 km are in T6, T7 & T9 category with average cost Rs 62.98 lakh/km.
- ii. In 5.50 m carriageway width, 5 roads of length 77.05 km are in T9 category with average cost Rs 80.97 lakh/Km.
- iii. It was observed that axle road survey of the 5 roads having traffic category 1 MSA (T8, T9 and above) has been done using normal procedure (third party traffic survey) and not using ATCC. State was asked to do it through ATCC and send the report and take clearance from NRIDA before tendering these works.

8. Pre-EC Compliance

- i. State was asked about no. of LSBs they will be proposing for these 108 roads. State replied that 46 LSBs will be proposed. State has however earlier given an estimate of 25 LSBs for these roads. The reason for the same was asked from the state, to which state responded that 2 months back a cyclone has hit the state and damaged the existing bridges. So, the state has proposed 21 more bridges.
- ii. State was asked to check the age of these damaged bridges. Further it was clarified to the state that if these bridges were sanctioned under PMGSY-I & II, then they can't be sanctioned under PMGSY-III, if they are within their design life. State was asked to get a detailed site report and examine the technical necessity of these bridges. Further, repair should be preferred over replacement. State ensured to get it checked by STAs.
- iii. State should provide MP-I, MP-II, MP-III and consent letters of Hon'ble MPs at the earliest.
- iv. In some DPRs, the CBR of the existing crust was found to be less than 5%. However, as per IRC, the existing crust should be stabilized to achieve a minimum design CBR of 5% in the portion wherever possible. It was learnt that, state has adopted cement stabilization and stabilization through Nanotechnology to achieve the required CBR.
- v. State was asked to justify the higher average cost in case of 5.5 m carriageway in the districts of Garhwa and Khunti. State replied that higher average cost is due to higher lead of materials. The same was verified by the team of NRIDA and all the proposals of Garhwa and Khunti district were shifted in 3.75 m carriageway with the average cost of Rs. 73.47 lakhs/ km and Rs. 62.68 lakhs/ km respectively.
- vi. State was asked to make use of base and sub base stabilization in case of long lead. State has incorporated the same.

- vii. State had proposed only 2.41% road length under main-stream technology and 14.32% under IRC accredited technology. As per mandatory ruling, state has to propose at least 10% of road length under mainstream technology such as RCCP, stabilized sub-base/ base etc. State was asked to propose more roads under Main stream technology and adequate length using plastic waste as main streaming technology. In response, state has proposed 21.2% under main streaming technology (Waste plastic, cold mix, surface dressing & cement stabilization and 5% under other main streaming technology (steel slag). State has further adopted 10.06% length under nanotechnology for soil stabilization under IRC accredited technology.
- viii. It was observed that the existing CC length is 191 km and the CC length proposed by the state is 219 km. State has proposed large road length under CC and has not adopted new technology for it. State was asked, if they have proposed CC over the entire existing CC length. State clarified that the existing CC was constructed by block level and its thickness is not adequate. Hence they didn't opt for RCCP and have provisioned for overlay of atleast 100 mm. NRIDA mentioned that the state has proposed more than 150 mm overlay in the profile proposal, however an overlay of 100 mm will be enough over existing CC pavement, if it is damaged. RCCP is difficult to use in the thin layer but Panel concrete can be used because only one third depth of the 100 mm will need to be cut with very narrow width and that too at a very less cost. State ensured to comply the same. NRIDA further advised state to use RCCP for 28 km newly proposed CC length.
- ix. Further, question on how the new CC overlay will get bonded with the existing CC was also raised. NRIDA clarified that 100 mm is the adequate thickness for the bonding, it will just need to be roughened with the compressor. This practice is also being followed by many other states.
- x. State was asked if the core test will be done on this 100 mm depth or the entire depth and how can it be ensured that bonding has been done. State replied that they will do core test for upto 100 mm only. NRIDA mentioned that, core test upto 100 mm is absolutely fine to ensure the bonding. However, in case of smooth surfaces, roughening of the surface should be done by using the compressor and thereafter putting the cement slurry over the existing surface to bond the new concrete. NRIDA suggested that in order to ensure the bonding, the engineer in charge should be present at the site and make a video of the three stages, (i) roughening of surface, (ii) putting the cement slurry and (iii) laying the cc overlay. The engineer should certify the same. It was desired to mention this in sanction letter and issue a general advisory to all the states/ UTs.
- xi. SRD asked to ensure that CC should be laid as per good engineering practice, and the quality should not be compromised anyway. It was desired that engineers should be personally present during the process of roughening/ chipping and laying of cement/ mortar slurry and record the same in their inspection reports/ quality registers. The above processes should be certified in writing by the concerned engineers. Proper photo and videography of the same should be carried out and placed in record. SRD desired that, apart from this, a research should also be carried out to know the general properties in the cases where CC is laid over CC.

9. Maintenance

- i. 5 years routine maintenance cost after 6th year's renewal need to be included in the DPRs.

10. R&D Technology:

State has proposed a total of 39 roads of 355.78 km length using New technologies as under:

Sl.No	Name of Technology	No of stretches/ roads	Length(in km)	Percentage of R& D roads with respect to total length
A	Main streaming of Technologies			
1	Waste plastic	9	93.75	21.20%
2	Cold Mix	1	8.20	
4	Cement stabilization	4	35.14	
4	Surface dressing	9	70.37	
B	Other Main Streaming technologies			
1	Steel slag	4	49.82	5%
C	IRC Accredited Technology			
1	Zycosoil Nanotechnology for soil stabilisation	6	51.35	10.06 %
2	Nano tech for water proofing	6	47.15	

The state was asked to also add CC road length in it, as mentioned before (paneled concrete and RCCP). 100% of CC roads should be under new technology.

11. Progress of works:

State has completed 24,514.48 km against the sanction of 25,550.19 km under PMGSY I. Under PMGSY II, State has completed 1,498.58 km against the sanction of 1,641.81 km. Under RCPLWEA, State has completed 709.05 km against the sanction of 1,202.25 km. Details of progress of the state as per OMMAS are as under:-

Details of Roads

S.No	SCHEME	SANCTIONED		COMPLETED		BALANCE		UNAWARDED	
		Nos.	LENGTH (Km)	Nos.	LENGTH (Km)	No. of Roads	Length (km)	No. of Roads	Length (km)
1	PMGSY I	7,237	25,550.19	7,013	24,514.447	224	423.059	-	-
2	PMGSY II	165	1,641.81	119	1,498.578	46	139.301	-	-
3	RCPLWEA	113	1,202.25	27	709.048	86	492.105	-	-
	Total:	7515	28,394.25	7125	26,660.44	390	1,054.46	-	-

Details of LSBs

S.No	SCHEME	Sanction (Nos.)	Completed (Nos.)	Balance (Nos.)	Unaward (Nos.)
1	PMGSY I	499	416	83	-
2	PMGSY II	6	2	4	-
3	RCPLWEA	96	48	48	-
	Total:	601	466	135	-

i. State intimated that they will complete the balance works of PMGSY-I & II by March 2022 and that of RCPLWEA by September 2022.

12. e-Marg:

i. Out of 3,881 total workable packages, 3,530 roads have been locked, 354 roads are pending for registration on eMarg app. 2,089 (59%) roads are pending for Routine Inspection (RI) and 2,830 (80%) roads are pending for Performance Evaluation (PE). 23,677 (42%) bills are pending for submission by contractor and 1,592 (66%) packages are pending for payment for more than 12 months.

ii. It was observed that the state lacks on many aspects like packages pending for locking, roads pending for registration on eMarg app, total packages pending for MEE, total packages with pending payment for more than 12 months.

iii. State informed that have started working on e-Marg from last one and a half months only. In the next one month, they will be in a better position. Further, state informed that they are doing all the payments through e-Marg only and stopped all the payments other than that. However, they are not getting cooperation from central PSUs. SRD desired that a special review of the PSUs on-boarding on e-Marg should be taken up.

13. Geo-Informatics Project Status:

A total of 6,136 replies are pending and no verification has been done by the state. State was advised to furnish replies at the earliest.

14. Maintenance Abstract

i. It was observed that neither maintenance fund is being spent not it is being credited. This is a serious issue. It was also seen that data of maintenance on OMMAS is ambiguous. State needs to look into it.

ii. State mentioned that they have a budget of Rs. 300 crore and they have Rs. 100 crore available with them.

15. Renewal Length status:

State informed that they have sanctioned 2500 km worth Rs. 660 crore and completed 80 km. State informed that they will complete this 2500 km in two years and 1200 km in this year.

16. Quality:

i. Out of 323 ongoing packages, lab has not been established for 9 packages. Further, 42 works have not been inspected by SQM even once, out of these 31 works are more than 12 months old. State was asked to reduce this number.

ii. State has 72 active SQMs against the total requirement of 78. State should empanel more number of SQMs or go for hiring of agencies so that more number of works can be inspected.

iii. Only 445 inspections have been conducted by the State out of the target of 2,009 inspections targeted for 2021-22, which is substantially low. State is required to increase the inspections frequency in order to meet the annual inspection target.

iv. 36 ATRs of NQM observations in respect of completed works and 74 ATRs of ongoing works are pending with the State. Unsatisfactory grading is 10.06% for completed works, 11.05 % for ongoing works and 37.93% for maintenance works, which is extremely high as compared to other States. NRIDA informed that, this year's unsatisfactory grading for completed, ongoing and maintenance works is 5.71%, 5.13% and 37.5% respectively. It was observed that, there is improvement in completed and ongoing works, but unsatisfactory grading in maintenance remains the more or less the same, which is a cause of concern.

v. It was seen that the state does not have a dedicated SQC. State was asked to look into it and bring a full time SQC onboard.

vi. 2 complaints are pending at State level during the financial year 2020-21 & 2021-22, which has been forwarded to State Government vide letter dated 15.07.2021 and 15.09.2021.

vii. Various anomalies in respect of SQM inspection have been seen which area as follows:

- a. Lab photograph not uploaded for 'ongoing' packages (JH24XVI-2-KHU-9, JH24TKE-31B1).
- b. SQM observations about overall quality of work is based on quality of top layer only. Quality of lower layers of crust is not being checked by SQMs, which is against the prescribed guidelines.
- c. QC tests for projects constructed through use of new technology / material are not being carried out by SQMs.
- d. In many cases, size of test pits attempted by SQMs is not as prescribed in Quality Assurance Hand Book for Rural roads, leading to erroneous test results. (JH01P2-BOK-01, JH1RTCB39, JH02P2-CHA-02)
- e. In few cases, method of checking camber and super elevation in road, shows poor engineering understanding of the SQM. Regular training and periodic performance evaluation need to be ensured.

17. Financial Issues:

- i. Non submission of Audited Balance Sheet for F.Y 2020-21.
- ii. 122 works pending for financial closure for more than 180 days as on 09-10-2021.
- iii. PMGSY Financial Reconciliation has been submitted but not in desired format and also has incomplete information.
- iv. State budget not reflected in PFMS TSRY-07 report.
- v. Non submission of Bank Interest verification reports.

17. Empowered Committee suggested the state to send the compliance on all the observations mentioned in the foregoing paras. Subject to the compliance as mentioned above, the proposal of the state was recommended by the EC.

The meeting ended with vote of thanks to and from the Chair.
